

AN
airbag, or an airbag for an aircraft, has a plurality of panels which are sewn together in a bag-like configuration. The airbag is inflated by gas supplied from an inflator.

Delete page 2, lines 2-8, and add, as follows:

In the conventional air bag in Figs. 4a, 4b, the silicone tapes 4 must be attached to the both surfaces of the airbag thereby increasing the labor and impairing the productivity. When high pressure gas is introduced into the airbag, there is a possibility of gas leakage through a clearance between the panels 1, 2, 3, 4 as shown in an arrow G in Fig. 4b. Therefore, the amount of gas to be supplied by the inflator must be increased in consideration of the amount of gas leakage, so the capacity of the inflator should be large.

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Delete page 2, lines 17-21, and add, as follows:

The elastic adhesive has preferably elongation of more than 200%, more preferably of 200 to 1000%. The elastic adhesive may be one of silicone adhesive, urethane adhesive, nitrile rubber adhesive, and polysulfide adhesive. Silicone room temperature vulcanizing adhesive is preferable as the silicone adhesive.

Delete page 4, lines 10-16, and add, as follows:

The elastic adhesive adhered to the airbag is preferable to be hardened rapidly in an oven with a short time. The elastic adhesive is preferably of one-can type in this case.

The elastic adhesive may be partially applied to the airbag, and each portion of the elastic adhesive may have a configuration like a column. The column of the elastic adhesive prevents air from remaining in the hardened elastic adhesive which bonds the panels.

Delete page 7, lines 7-13, and add, as follows:

The relatively thin sewing yarn 6A composing the inner stitching line preferably has fineness about 210-420d (deniers) and the relatively thick sewing yarn 6B composing the outer stitching line preferably has fineness about 840-1260d. The first seam by the sewing yarn 6B is preferably located apart from the peripheral edges of the